



RAILROADS.

LOCAL TIME TABLE.

MISSOURI PACIFIC			
NORTH BOUND.			
Laredo and St. Louis	7:30 a.m.	7:45 a.m.	
San Antonio and St. Louis	9:00 p.m.	9:20 p.m.	
SOUTH BOUND.			
St. Louis and Laredo	8:00 p.m.	8:20 p.m.	
St. Louis and San Antonio	8:15 a.m.	8:40 a.m.	
TEXAS AND PACIFIC.			
EAST BOUND.			
No. 2 daily	7:30 a.m.	7:50 a.m.	
No. 4 daily	8:05 p.m.	9:10 p.m.	
WEST BOUND.			
No. 1 daily	7:30 p.m.	8:00 p.m.	
No. 3 daily	7:30 a.m.	8:40 a.m.	
TRANSCONTINENTAL.			
NORTH BOUND.			
Fort Worth, Whitesboro and	7:30 a.m.	7:45 a.m.	
Texarkana	7:10 a.m.	7:35 a.m.	
Fort Worth, Sherman and	9:00 p.m.	9:20 p.m.	
Texarkana	8:00 p.m.	8:20 p.m.	
SOUTH BOUND.			
Texarkana, Whitesboro and	8:00 p.m.	8:20 p.m.	
Fort Worth	8:15 a.m.	8:40 a.m.	
GULF, COLORADO AND SANTA FE.			
SOUTH BOUND.			
Mail and express, daily	8:50 a.m.	9:10 a.m.	
Accommodation, mixed train	8:10 p.m.	8:30 p.m.	
NORTH BOUND.			
Mail and express, daily	8:45 p.m.	9:05 p.m.	
Accommodation, mixed train	7:45 a.m.	8:05 a.m.	
FORT WORTH AND DENVER.			
North bound	8:55 a.m.	9:10 a.m.	
South bound	4:20 p.m.	4:35 p.m.	
All the above from C. D. Lusk, Ticket Agent.			
HOUSTON AND TEXAS CENTRAL.			
Express trains	Leave	Arrive	
Mixed trains	5:30 p.m.	10:45 a.m.	
	2:30 a.m.	12:45 a.m.	
P. A. MILLER, Ticket Agent.			
Depot near corner of Jones street and Daggett avenue. City office 405 Main street.			

THE RAILROADS.

An Important Meeting at Plano of Committees Interested in Securing the Cotton Belt Road.

Picnic of Locomotive Engineers—A Stephenville Committee After the Fort Worth and Rio Grande—Home Notes.

Home Notes.

In a month the Fort Worth and Denver will be running its trains to Red river.

Colonel C. B. Jones, general live stock agent of the Atchison-Gulf, left yesterday for a brief visit to Kansas City.

The bond for right of way for the St. Louis, Arkansas and Texas will be signed and sent away by Friday morning.

Chief Engineer Colton of the Fort Worth and Rio Grande has returned to Fort Worth from a flying trip to New York.

R. R. Robbins, traveling passenger agent of the Houston and Texas Central, with headquarters at Fort Worth, is back from a several days visit to Houston.

It is stated that the Atchison-Gulf will soon put a traveling passenger agent in the field with headquarters at Fort Worth, and that the Frisco will do the same.

The Dallas News says: A. C. Weeks, in charge of the engineers who are surveying a line of the St. Louis, Arkansas and Texas from Sulphur Springs to Dallas, was sighted yesterday in the vicinity of East Fort.

The track of the Atchison-Gulf from Fort Worth to Arkansas City is being ballasted with rock and gravel, and will simply be magnificent when the work is completed. The company intends to have stock trains make twenty miles an hour, and for that reason is making the track first-class.

Major John Adamson, immigration agent of the Fort Worth and Denver, was in the city yesterday from the front. He reports the country along the road in fine condition, and prospects for a prosperous year as excellent. The heavy rains have delayed track laying for several days, but the bridge over Baylor will soon be in, and then track laying will go on at a lively rate.

The locomotive engineers on the Texas and Pacific and their families and friends had a grand time yesterday at Scottville, not far from Marshall, the occasion being the annual picnic of the fraternity. Trains were so run as to enable nearly all the engineers to participate and the result was a very large attendance. An excursion train heavily loaded was run from Longview and Marshall east and one from Shreveport west. The spot selected for the picnic was beautiful, and the weather all that could be desired. Besides the Texas and Pacific engineers there were number present from other roads. The festivities continued well into the night, a large number remaining to enjoy the dance. The committees having the affair in hand acquitted themselves well, and

all were greatly pleased. Those who attended from Fort Worth will be home this morning.

John A. Fry, J. H. Holcomb and L. N. Frank of Stephenville, Erath county, constituted a committee which waited on President Paddock of the Fort Worth and Rio Grande road yesterday to see what the city of Stephenville had to expect in the way of obtaining the road. The subject was discussed at some length, and a proposition made by the Stephenville representatives to bear part of the expense of running a preliminary line from Granbury to Stephenville that the company might see what a fine country the road would pass through. President Paddock and Chief Engineer O. B. Colton also agreed to ride over to Stephenville some day next week. In conversation with Mr. Colton that gentleman said that by Saturday night the people of Granbury could easily hear the whistles of the Fort Worth and Rio Grande locomotives. He said one and a quarter miles of track had been laid yesterday. It will take about three weeks to put up the bridge over the Brazos.

In his annual report to the stockholders of the Atchison road, President Strong says: "Before the close of 1887, we shall have over 6500 miles of our own and auxiliary roads, including the Atlantic and Pacific and California Southern, tributary to, but exclusive of the Chicago line." Commenting on this the Railway Age observes: "As the latter line which is to be completed during the present year will add 450 miles, it will be seen that by the end of 1887 the Atchison, Topeka and Santa Fe system will aggregate about 7000 miles, which will make it the greatest railway system in the world in point of mileage, with the exception of the Pennsylvania system. It may be added that this ambitious company is also building a line from St. Louis to Kansas City, with a branch into the southwest, so that it is safe to say that by the end of the present year it will control not far from 7500 miles of lines already in sight, not to mention certain other lines whose purchase or control its management is contemplating or has already effected, but of which public announcement has not yet been made. The career of this company has been one of the marvels of railway enterprise and it would be unsafe now to attempt to fix a limit to its expansion or to the ambition of its Napoleonic president and its bold and enterprising directors; but that they will not rest content until sitting in their Boston office they control by far the greatest aggregation of railway lines that the world has known is very evident."

New Coaches at Cleburne.

CLEBURNE, TEX., May 17.—A number of new passenger coaches are being sidetracked at the depot. It is reported that Cleburne is to be division headquarters for passenger trains of the Gulf, Colorado and Santa Fe railroad.

At Work at Whitewright.

WHITELIGHT, TEX., May 17.—Graders are at work in town on the St. Louis, Arkansas and Texas Railroad, which will finish the work between here and Wolf City, and the piling will be finished in a day or two, when the pile-driver will be moved west of town, between here and Sherman. The depot has not been located here yet, and there is considerable dissatisfaction among the subscribers to the bonus of the railroad, who fear it will be located east of the Missouri Pacific in Sear's new addition to the town.

Startling News.

It is reported that the citizens of Fort Worth have a move on foot to run a train between that city and Dallas, to make three or four trips per day. There is already a great deal of travel between the two cities, and it would be much greater were the facilities for travel better. A train of the sort suggested would meet a long felt want and be mutually beneficial to both points, and at the same time pay the railroad handsomely. The people of Dallas should extend their assistance in the inauguration of increased facilities for communication with Fort Worth.

Greenville Does Her Part.

GREENVILLE, TEX., May 17.—In the matter of Greenville's securing the St. Louis, Arkansas and Texas Railway your correspondent can say to THE GAZETTE and the world at large that so far as Greenville and Hunt county are concerned the road above named has been positively secured. The bond required of Greenville and other necessary formalities have been duly executed and consummated. A committee from this city met Mr. J. P. Smith, with the Plano committee, at this place to-day to adjust a few miles of right of way east of Plano; this being done, the road from Commerce to Fort Worth via Greenville is a sealed fact.

The Hillsboro Extension.

The preliminary arrangements for building the southwestern extension of the Missouri Pacific are about perfected. Hillsboro has raised the subsidy required of it, and secured the right of way through the county and depot grounds, and the note and guaranties for the same have been accepted.

It only remains now to condemn a few pieces of land between the city and the river, which will be done in the course of the week, and then the construction of the road will be actively begun. True, Waxahachie has not yet offered the right of way through Ellis county, but if she never does offer it the construction of the road will go on all the same. The officials of the road say they would rather run through Waxahachie, but the action of that town will cut no figure in the building of the road. A gentleman from Waxahachie informed a News reporter that while the people are a little slow, he is confident that they will not see the road built through the country without touching at that town. They cannot afford it.

PLANO.

AN IMPORTANT MEETING IN REGARD TO THE ST. LOUIS, ARKANSAS AND TEXAS. Special to the Gazette.

PLANO, TEX., May 17.—The most important meeting for the welfare of Plano and vicinity was held at the opera house this evening by the committees of the St. Louis, Arkansas and Texas Railway. J. M. Cooke of Greenville, W. A. Huffman of Fort Worth, J. T. Kendrick, J. H. and G. W. Bowman and W. P. Bishop of Plano were present. A telegram received just before the meeting assembled, from Colonel Fordyce at St. Louis to Captain J. M. Cooke, was read, which stated the bonds for the entire right of way had to be closed up at once, as the company were under promise to accept another line if we did not close, so all that was left to be done was clearly stated in Colonel Fordyce's message. After considerable discussion the matter was closed by Plano making bond for the right of way through Collin county, Greenville having already made her bond for Hunt county. W. A. Huffman of Fort Worth stated Fort Worth would make the bond for Tarrant and Dallas counties at their meeting to-night, which would make a clear right of way for the entire line. The bonds for the same will be forwarded to-morrow. Captain Cooke wired Colonel Fordyce the result of the meeting, which could be easily depicted upon the faces of our happy people. W. A. Huffman of Fort Worth purchased of H. C. Overaker to-day four town lots at fancy prices, which is only the beginning of a real estate boom here. A party of Kentucky capitalists will arrive in Plano to-morrow to organize a national bank. A number of lawyers are being mapped out, which will redound to Plano's importance and will pay the investors. We are now ready to shout, "On with the boom!"

DALLAS NORTHWESTERN.

DALLAS EFFORT TO REACH THE NORTHWEST AND PANHANDLE.

DALLAS, TEX., May 16.—I notice in yesterday's issue of the News a communication over the signature of General George F. Alford, entitled "A Coal and Iron Railroad Company." It is replete with data of the gravest significance to Dallas, and should receive the most earnest and the promptest attention of every well-wisher of this city. The latter becomes more intensely and painfully grave in view of the fact that our active and ever-alert rival on our west is now eager to wrench from our grasp yet another important railroad to her great advantages and our most serious detriment. Only the other day and the Fort rejoiced at Texarkana over our futile efforts and her own victory. We swallowed the untoward defeat, and now quick upon its heels she is about to trip us up again by bearding us in our own den. For on yesterday came a proposition from some of her leading citizens, urging that they desire to negotiate for the construction of the road to Archer and through the coal and iron and copper fields and rich agricultural section between.

There is danger, there is disaster in this to Dallas. This one step alone in the line of her policy will not only make her to the world the undoubted, admitted railway center of Texas, not only the conceded pluckiest city of the south, but what is more, the great manufacturing city of the state, soon to develop into a second Atlanta, while Chattanooga will be relegated to the rear. Possessing the best of water in abundance, cheap and ample fuel is the only other thing needed to swell her population and send the life-blood pulsing through the veins of thousands of mechanics and manufacturing workers. This is what the Iron and Coal road from the Fort to Archer means, for it will supply her with the low priced coal which monopoly now furnishes to Dallas at such high figures. It will bring to her pay-rolls and all that this implies, to the woful injury of Dallas.

And yet another thing it will bring to her still another road, the Chicago and Rock Island. Thus, within sixty days, she will have snatched from us three railways, all of which Dallas might have had, were we but one-half as alive. And Dallas rests upon her oars in her self-assumption of perfected greatness and complete beauty.

Are our business men, are our real estate owners awake to the situation? For the mere loan or advance of \$100,000 or \$200,000 (not a donation, but an advance), Dallas can place herself in quick and direct communication, through a tier of splendid counties, with two great trunk lines to meet in the northwest, and secure to us the manifold agricultural products, the mineral wealth and the much needed fuel.

Can it be possible that having built a good fence about our premises we shall refuse to go to the little expense of putting up a gate to secure what our fencing operations were intended to preserve, and which will be so damaged and ravaged for the lack of it? And see what the proposition as put by General Alford proposes to the subscribers to the stock and to the citizen. He says:

The cost of construction and equipment with rolling stock will not be exceeding \$10,000 per mile, equal to, say \$1,250,000. (There are three different reliable contractors who will enter into a contract to deliver the complete road, fully equipped, for this sum.) The right of way for the entire distance will be donated, in addition to which it is expected that the city of Dallas, Grapevine, Roanoke and Decatur will donate in cash, labor, etc., at least \$100,000. Between Decatur and Archer City, a distance of seventy miles through as fine country as there is on this continent, the people will donate 25 per cent. of their lands for a distance of five miles on each side of the road, making 125,000 acres, which, on the completion of the road, will certainly be worth at least \$10 per acre, equal to \$1,250,000. There will be about twelve new towns, some small, but others very important, particularly those established at the coal and iron mines along

the road, in which town lots averaging at least \$20,000 each town can be sold, \$240,000. The total value of subsidies obtained will be \$1,500,000. The owners of the coal, iron and copper deposits along the line of road, now valueless for want of transportation, will donate at least one-fourth and in many instances one-third of their property to the road. The value of the subsidy in dollars cannot be computed, but in addition to its intrinsic value the product of the mines will afford profitable employment to thousands of laborers and a large and increasing traffic to the railway. It is safe to assume that the traffic over this railway in coal, iron, copper, cattle, horses, hogs, sheep, wool, cotton, corn, wheat and other cereals, hay, fencing wire, agricultural implements, machinery, lumber and general merchandise will be so great that no single-track railway in the state can supply rolling stock sufficient to accommodate it. Hence it cannot fail to pay a large dividend to its stockholders. In this estimate I have made no calculation of subsidies in lands and town lots to be obtained between Dallas and Decatur, a distance of fifty-five miles, nor of lands to be obtained between Decatur and Archer City, a distance of seventy miles, outside of the five-mile limit, which is reasonable to assume will amount to a sum quite sufficient to pay for any right of way which would not be donated, and to pay for surveying, cost of charter, office and all other preliminary expenses.

Can the property owners of Dallas, therefore, hesitate to take hold of this enterprise, or will they throw it away, yea, worse, surrender it to another city? Let us awake before it is too late. Let a meeting be at once called to organize and inaugurate this momentous matter, and if this or that existing proposition does not suit, let frank and fearless discussion evolve one that will. But by all means let something be done, and that right speedily.

POLITICAL NOTES.

The Florida Senators.

TALLAHASSEE, FLA., May 17.—The vote for United States Senator to-day in the Legislature was Perry, 25; Blexham, 24; Goodrich (Republican) 15; scattering, Democrats, 15.

Opened Their Headquarters.

DALLAS, TEX., May 17.—The prohibitionists formally opened their headquarters to-night. The ladies gave an ice cream and strawberry festival in honor of the occasion.

At Tyler.

TYLER, TEX., May 17.—Colonel W. W. Spivey of Henderson and Captain Brock Robertson of Dallas delivered interesting prohibition speeches at the courthouse in this city last night. A large audience cheered them frequently.

Colonel Mitchell at Marshall.

MARSHALL, TEX., May 17.—Last night in the courthouse Colonel G. I. Mitchell, state prohibition organizer, delivered a splendid and highly appreciated lecture on prohibition. The audience was large and enthusiastic. Colonel Mitchell made some especially strong points in his speech and for one hour and a half he was listened to with rapt attention. Colonel Mitchell's speech was strong, clear and convincing. Harrison county and the city of Marshall are fully organized and will keep the subject warm until August. Colonel Mitchell is an efficient organizer and will make himself felt wherever he labors throughout the state.

Prohibitionists at Wills Point.

WILLS POINT, TEX., May 17.—Last night it became known that Judge James Gordon Russell of Canton would address the Prohibition Club at the M. E. church, and a large audience was present. After the business of the club was disposed of, calls were made for Russell, who responded in a speedy and interesting length. Through the entire discourse he was dignified, courteous and gentlemanly, recognizing in his opponents many men of ability and principle. The prohibitions will arrange to meet in some other place than the church, as the anti make large capital of the place of meeting.

Galveston Notes.

GALVESTON, TEX., May 17.—Gen. John M. Claiborne, independent candidate for Mayor, harangued the multitude to-night in front of the Tremont hotel. He had a crowd of about 300 people, and he told them what he would do in the remote event of his election. Municipal politics are beginning to come rapidly to the front. The contest for Mayor waxed warm and interesting. At present writing the consensus of opinion on the street places the prospects of the candidates in the following order: Fulton, Malloy, Hawley, Claiborne and Burroughs. Friends of the three first named candidates vehemently claim the certain election of their man.

James B. Stubbs who was recently elected chairman of the Democratic executive committee for the coming two years has declined to act and the Democrats are casting about for some suitable person to act as their chairman.

"FULL OF BULLS."

A Telegraph Operator's Way of Committing Suicide—A Bloody Trail.

ALBUQUERQUE, N. M., May 17.—George Nicoy, who arrived here last Monday and had been on a spree ever since last Sunday, climbed to the roof of his boarding house and took a rope with him evidently to hang himself. He took off his coat, hat and gold watch and laid them on the roof with some money. He then took a long steel-bladed paper-cutter and plunged the keen instrument in close proximity to his jugular vein, but missed it, although he made a gash two inches wide. The blood marks indicate that he attempted to descend from the roof, but hesitated at the edge and jumped to the ground, a distance of seventy-two feet into the rear yard. He then climbed a high fence at the side of an ash house, and here he evidently rested, as a pool of blood covered the roof. He then let himself down into a vacant lot adjoining and made his way across lots and through an alley to Front street, where his wet clothes indicated that he either fell into the water or made an attempt to complete his work of self-destruction, but struggled out on the bank where he fell exhausted and died. The deceased was thirty-eight years of age. He had been employed as military telegraph operator at Fort Whipple for the past six years.

WEATHER AND CROPS.

More Rain Reports—Clay County Crops Fine.

Cotton Belt Weather Bulletins.

Following is the weather bulletin for the cotton region for stations given for twenty-four hours, ending 6 p. m., May 17:

STATIONS.	Max. Tem.	Min. Tem.	Rain Fall.
Galveston	81	70	12
Houston	84	74	12
Beaumont	82	65	01
Waco	72	68	230
Corpus	80	67	35
Dallas	79	67	05
San Antonio	81	62	63
Omaha	86	63	07
Huntsville	84	67	02
Longview	81	64	15
Tyler	81	60	18
Weatherford	77	59	01
Belton	81	66	26
Brenham	84	67	04
Levelland	80	67	05
Weimer	83	64	04
Sour Lake	88	73	04
Orange	86	72	02
Austin	81	64	05
Palestine	81	60	01
Means.	82	65	28

In McLennan County.

WACO, TEX., May 17.—Heavy rains have fallen in this county to-day.

In Cherokee County.

RUSK, TEX., May 17.—General rains have again visited this section and crops are magnificent.

At Bartlett.

BARTLETT, TEX., May 17.—One of the heaviest rains we ever witnessed fell here yesterday evening, accompanied by strong wind and some hail from the north-east. No damage is reported yet.

Too Much Rain.

WHITEWRIGHT, TEX., May 16.—Another hard rain fell here yesterday evening. Crops are getting in bad shape. Farmers are complaining of too much rain. Wheat and oats were damaged considerably by the last rains.

In Clay County.

HENRIETTA, TEX., May 17.—We had a good shower here yesterday afternoon and last night. It is very cloudy, and will undoubtedly rain to-night. Since having these continuous rains Clay county has as good a prospect for a glorious harvest, in most of the kinds of produce, as any of the adjoining counties.

WACO.

Back Pippin on Trial Charged With Being Accessory to a Murder.

WACO, TEX., May 17.—Buck Pippin was placed on trial in the District court this afternoon charged with being accessory to the murder of W. L. ("Doc") Thompson, in the eastern portion of this county, at a horse race, in the month of March last. It is known that the fatal shot was fired by Luther Pippin, Buck's son, but the father is charged with taking a pistol and striking the wounded man on the head as the latter lay on the ground in a dying condition. Whether it was this blow or the shot that caused Thompson's death is a point on which the physicians disagree. The trial will occupy a day or two.

Bartlett's Boom.

BARTLETT, TEX., May 17.—Bartlett is following the example of the most prosperous city in Texas, Fort Worth. We have an artesian well under headway. Have arrangements for 800 feet and will go 1500 if prospects will justify. Our town and county is on a general boom.

Sir John Lubbock says that people in these days try to read too much, and the result is that the majority of people engaged in literary pursuits are overworking their brains.

SKIN AND SCALP.

Cleansed, Purified and Beautified by the Cuticura Remedies.

For cleansing the Skin and Scalp of disgusting Humors, for itching, burning, itching, inflammation, for curing the first symptoms of Eczema, Psoriasis, Scald, Scabies, Ringworm, Scrofula, and other inherited Skin and Blood Diseases, Cuticura, the great Skin Cure, and Cuticura Soap, the great Skin Beautifier, externally and internally, will cure you.

A COMPLETE CURE.

I have suffered all my life with skin diseases of different kinds and have never found permanent relief until, by the advice of a friend, I used your valuable Cuticura Remedies. I gave them a thorough trial, using six bottles of the Cuticura, and seven boxes of Cuticura Soap, and the result was just what I had been told it would be—a complete cure.

BELLE WADE, Richmond, Va.

ITCHING, SCALP, SIMPLY.

For the last year I have had a species of itching, scalp and humors on my face to which I have applied a great many methods of treatment without success, and it which was finally and entirely cured by Cuticura.

NO MEDICINE LIKE THEM.

We have sold your Cuticura Remedies for the last six years, and no medicine on our shelves gives better results.

GRUBS.

Pimples, Skin Blemishes, and Baby Humors, cured by Cuticura Soap.

I ACHE ALL OVER.

Neuralgia, Sciatica, Sudden, Sharp and Nervous Pains, Sprains and Weakness relieved in one minute by the Cuticura Anti-Pain Plaster.

DR. JOHN BULL'S Smith's Tonic Syrup FOR THE CURE OF FEVER and ACUE Or CHILLS and FEVER, AND ALL MALARIAL DISEASES.

The proprietor of this celebrated medicine justly claims for it a superiority over all remedies ever offered to the public on the SAFE, CERTAIN, SPEEDY and PAINLESS cure of Ague and Fever, and Malaria. It is the only medicine of its kind, and is the only one that has been tested by the entire Western and Southern country to hear him testify to the truth of the assertion that in no case whatever will it fail to cure it. In many cases a single dose has been sufficient to cure, and many families have been cured by a single bottle, with a perfect restoration of the general health. It is, however, prudent, and in every case more certain to cure, if its use is continued in smaller doses for a week or two after the disease has been checked, more especially in difficult and long-standing cases. Usually this medicine will not require any food to keep the bowels in good order, should the patient, however, require a cathartic medicine, after having taken three or four doses of the tonic, a single dose of KEN'S VEGETABLE FAMILY PILLS will be sufficient. Use no other.

DR. JOHN BULL'S SMITH'S TONIC SYRUP, BULL'S KIDNEY PILLS, BULL'S WORM DESTROYER, The Popular Remedies of the Day.

RAILROADS.

Texas and Pacific Railway.

The Great Popular Route Between THE EAST AND THE WEST!

Short Line to New Orleans and All Points in Louisiana, New Mexico, Arizona and California.

Favorite Line to the North, East and Southeast.

Iron Mountain Route

See that your tickets read via Texas and Pacific Railway. For maps, time tables, tickets, rates and all required information, apply to C. D. Lusk, Ticket Agent, Fort Worth, Texas.

J. H. MILLER, Ticket Agent, Fort Worth, Texas.

B. W. MCCULLOUGH, General Passenger and Ticket Agent, Dallas, Texas.

THE MISSOURI PACIFIC RAILWAY.

The Great "North and South Trunk Line."

Is the Thoroughfare of Travel between Central and Southwest Texas to All Points North, East and West.

Double daily service of elegant Pullman Buffet and Dining Cars between San Antonio and Kansas City and St. Louis.

Don't be deceived, but call for your tickets via the Missouri Pacific Railway.

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J. H. MILLER, Northern Texas Pass. Agent, Dallas, Texas.

B. W. MCCULLOUGH, General Pass. and Ticket Agent.

Texas Midland Route